

Picture of the Month



The spacious 3-crew flight deck of a Lockheed L-1011 TriStar. Note the huge windows - good visibility for everyone except the Flight Engineer who has to stare at the panel!

Memories of Flying the "L-Ten"

By Jeff Hill, Sr., Capt TWA
1964-1997

The Lockheed L-1011 TriStar, like the Convair 880 was a dream to hand fly in spite of its size. The huge cockpit windows, even larger than the ones in our light planes, offered the most magnificent views I ever saw from the cockpit of an airliner.

The 'L-ten' had Lockheed-style 'long legs' (like the Constellation) which made it possible to land it in a cross wind just like a real airplane; that is, on the upwind main gear, aileron into the wind and top rudder to maintain the track. Squat Boeings and Dougs had to be flown to the ground in a crab into the wind, wings level, aligning the longitudinal axis with the track at, or immediately before touchdown.

Lockheed benefited extensively from its involvement in the space program and it enabled them to deliver an airplane that was a decade ahead of the competition in the early 1970s. The automatic flight system and something Lockheed called 'Direct Lift Control' (DLC) set the L-1011 apart, making it the first Category III capable airliner, either narrow body or wide body.

The first 'jumbo jets' did not do well tracking the glide slope because with so much inertia, elevator pitch control alone was too sluggish for CAT III accuracy. Lockheed's solution was DLC. It started operating upon the selection of landing flaps, then all flight spoilers deployed slightly and in addition to elevator input there was a

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Editor's Note

It has been a long and tedious journey and there have been many, many disappointments but finally on April 20th a new tenant moved into the hangar next to the Galt FBO parking lot!

Our search for a Mooney 201 began over a year ago with four partners getting together to agree on an airplane to replace Larry Ewing and Ann Marie Stephenson's 1960's Mooney M20E and become mine and Eric's first airplane.

It needed to be a good cross-country airplane, faster than the M20E and economical as well. And because two of the partners are airline pilots we ended up with a long wish list of sophisticated avionics and equipment and other special requirements that would make them happy.

Searching for an airplane is a little bit like dating. First Larry and Ann Marie had to sell the M20E. They both had a strong emotional attachment to their beloved Mooney which they had owned for over five years and for a while I seriously thought Larry in particular might not be able to part with it. But the 'divorce' finally went through and free of prior attachments they were ready to start dating again!

We started out looking for a 1990's IFR certified Mooney 201 with under 500 hours since a 'factory' engine overhaul (SFOH) and set a budget we were all comfortable with. Armed with our long wish list we set about finding an airplane by trolling the various Aircraft sales web sites on the Internet. We visited Barnstormers, Trade-a-Plane and

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corresponding increase or decrease in spoiler deployment which made slight changes to sink rate instantly and smoothly.

The automatic flight system was the closest I ever got to a 'glass cockpit'. The autopilot could land the plane better than many pilots! It would change from a crab to a slip into the wind at 150' and smoothly touch down on the upwind gear. On my first flight in the airplane my instructor told me to, "Learn how to operate this (these, dual) autopilot(s) and it (they) will teach you how to fly the airplane." Truer words were never spoken.

What was it like to make what is essentially a 'blind landing?' Retired TWA Captain Barry Schiff summed it up best in the May 2005 issue of AOPA PILOT, in his *The Proficient Pilot* column (which he has written for over fifty years) excerpts from which follow, with his permission:

"...The glide slope needle centers and we extend the flaps fully. The nose of the TriStar dips slightly, and the autopilots establish an initial sink rate of 680 fpm to approximately parallel the glide slope. Seconds later, they make the corrections needed to intercept and track the glide slope. The wings slice into the undercast, and the auto throttles maintain 138 knots.

"Signals from both ILS receivers [also both autopilots and flight directors] are constantly fed into a vote and veto box. If a suspect signal is received, the computers reject it and allow the approach to continue using the other, more reliable signals."

"... The radio altimeters show us descending through 1,500 feet agl. This signals the autopilots to roll in some nose up trim to prepare for the possibility of a missed approach. The

autopilots also take control of the rudder and now can automatically prevent yaw created by the failure of an under wing engine during the remainder of the approach.... The tower clears us to land and reports that the ceiling is still zero and the runway visual range is holding steady at 300 feet."

"... The autopilots have been crabbing the airplane to remain on the localizer, but at 150 feet they dip a wing to compensate for the crosswind and add top rudder to align the Lockheed with the runway. Although the autopilots can land with a 44 knot direct crosswind, CAT



A TWA Lockheed L-1011 TriStar departing from Los Angeles, CA (LAX).

III-B landings are limited to a 10 knot crosswind component.

"The middle marker spews a short stream of dots and dashes, the radio altimeters say that we are descending through 100 feet, and the ILS needles remain centered, yet there is no sense of being so close to the ground, no approach lights reflecting through the dimensionless world of gray. I shift slightly in my seat trying not to let my crew notice. It's crunch time."

"... Small amber lights on the radio altimeters signal that the main landing gear wheels are descending through 50 feet, and the autopilots shift to the flare mode. The throttles

move aft, and the attitude indicator confirms that flaring has begun. At 10 feet, the auto throttle system retards the thrust levers fully and nonchalantly trips itself off. The computers program the flare for a 2 fps sink rate at touchdown. We still cannot see anything through the milky mist. The radio altimeter shows 10 feet, 5 feet. We can almost feel the main landing gear reaching, stretching for the ground."

"The mains touch with a mild thump, the ground spoilers deploy, and still we see nothing. The autopilots lower the nose at a programmed rate, and then just as the nosewheel is about to touch, we make out a short stream of centerline lights disappearing beneath the nose. I pray that no vehicle has strayed onto the runway. We would have no warning of the impending collision."

"The autopilots shift to the rollout mode and steer the nose wheel to track the localizer."

"I engage the thrust reversers. They seem more effective at making noise than slowing us. At 80 knots I come out of reverse, apply normal braking, disconnect the autopilots, and steer toward the ghostly image of a highspeed taxiway."

"Now the tough part; trying to find the gate..."

Check out Barry's web site at: www.barryschiff.com

Jeff Hill, Sr. is a retired TWA Captain, long time EAA member and a former editor of Galt Traffic. He currently enjoys flying his Aeronca L-3 (N48118, Army Air Corps Serial Number 236317). Jeff is also the Editor of TARPA Topics, the newsletter for active and retired TWA crew members.

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Controller sites so often we each knew exactly what Mooneys were for sale all over the country and why each one did not meet our specifications.

Just like dating, we had an idea what we liked but the more we looked the more we were willing to compromise when nothing seemed to be perfect! There were many airplanes that looked like they would be a great match for us but each time we thought we found "the one" we found some small or sometimes big flaw that we couldn't overlook.

The first of many disappointments came in the first



This one in Addison, TX turned out to have damage history and the engine had not been properly overhauled.

the engine and we felt it was too risky to invest so much of our hard earned savings on an airplane with gaps in its history.

but did I mention the paint was truly ugly? I think the boys were willing to overlook the ugly paint so thankfully they found some issues in the logs they didn't like and it also had an old King GPS we would have wanted to replace. The seller offered to drop the price by \$15,000, but we still didn't want it.

In December we really thought we had found "Mr. Right" when a lovely blue and white M20J in Addison, TX, with totally new paint and ultra leather interior was posted on Controller.com. We got our hopes up even though it didn't have speedbrakes and was a 1983 model (yes he was a lot older than we had told the dating service we were interested in, but by this time we weren't so picky about age!) It was advertised with low time on the



This 1991 model had the same ugly paint as the one from Burlington and had only 400 hours left on the engine, no speedbrakes and no engine monitor.

week of our search when a beautiful green and white model in New York with new paint and interior and absolutely everything on our wish list was sold before we could even get a look at it! In fact the broker never even returned our call! It was heartbreaking because we all fell in love with it immediately and it was sold in less than a week. We knew at that point that if we ever came across another one we liked as much we would have to move quickly to get it.

There was the 1998 black and white one in Port Orange, FL, that had only 200 hours since the overhaul but had no records of oil changes after that because the owner died and I guess the relatives didn't know where the logs were. The first few hundred hours after an overhaul are critical for

We looked at a 1992 model from Burlington with a really ugly exterior and it showed up with crack in the cowling and something dangling



A 1998 M20J with high time on the engine, no speedbrakes and an old KLN-89B GPS also had hail damage. Not for us.

from wires under the instrument panel. Now I know that you are not supposed to judge a book by its cover,

engine, a Garmin 530W GPS, a JPI EDM-700 Engine Monitor and a

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KAP-150 auto-pilot - what else could you possibly want?

After a little digging into the logbooks and some conversations with the owner we began to find a few chinks in the armor. It turned out to have some damage history (not mentioned in the ad) from running off a runway into a snow bank but the logs showed that it appeared to have been fully repaired. Further scrutiny from Larry unearthed the very important fact that the so called "overhaul" wasn't really an overhaul. The owners had indeed done a lot of work on the engine, however, it was not everything needed for a full engine overhaul and was never actually signed off as an overhaul by the mechanic. This meant that the airplane had a lot more time on the engine than advertised. Still, we loved the plane and we would have been happy to pay for a real overhaul if the seller would have dropped the price. We made an offer based on the AOPA VREF value but the seller was dead set on getting his asking price.

So, heartbroken once again we were back to square one.

We went back to our frequent scouring of the Internet and there were a few more M20Js that almost met our requirements but there was always something wrong; priced too high, too much time on the engine, no



Beth, Eric, Ann Marie and Larry's new Mooney M20J parked at Galt. Photo by Bob Forni.

speedbrakes, needed new paint or interior, etc. It was becoming a drag to keep looking and I was beginning to think we would never find our perfect plane when in March a new ad appeared on Controller.com.

This one had all the avionics we were looking for, speedbrakes, and was very realistically priced. It was a 1984 model - by this time I didn't care how old it was - new leather interior and glass in 2005, and exterior in great condition. The engine had 537 hours since a top overhaul (STOP) and after pouring over every inch of the the logbooks Larry declared it a winner. The plane was based in Upland, CA and we were so convinced this was "the one" we made an offer before we had even seen it!

Wednesday, March 13, the same day white smoke at the Vatican heralded Jorge Bergoglio had been elected as the new head of the Catholic church, was the day we signed the purchase agreement.

It was a strange feeling,

putting an offer on an airplane none of us had actually seen in person but the offer was subject to the results of an annual/prebuy inspection. A few airworthiness issues were found during the annual but the seller agreed to pay for everything to be fixed. Larry and Ann Marie happened to be on a trip to California while the airplane was in the shop and Larry took some time to go see the airplane for himself and talk to the mechanics. Satisfied, and very relieved that the airplane was "as advertised" we continued with the purchase and a few weeks later it was ready for closing.

Larry flew it back from California and, after ten hours and one overnight stop, it arrived at Galt Airport on the morning of April 20th.

I can tell you it was truly worth the wait, and the pain of the search, and all the disappointments. This Mooney is everything we wanted and more than we hoped for. After all that 'online dating' we finally found ourselves a keeper!

Beth Rehm earned her private pilot's license in 2005 and is Vice President and Newsletter Editor for EAA Chapter 932. She is now the proud owner of a Mooney M20J (N57252) based at Galt Airport.



This is the well designed, clean looking panel we were hoping for. Photo by Bob Forni.

Learning to Fly at 68

Part Four of Ed's Exploits in Aviation

By Ed Moricoli

Ahh! Another day of flight training! I can't wait to get started but each time I go out to Galt I get a little twinge even though I feel I am really getting the hang of things.

At this point in my efforts I am telling Justin to take his time getting to the plane as I do the preflight inspection. I now have a good routine and I never rush to get done with it. I want to know that I am satisfied that I have checked everything according to what is required to fly safe. I even make sure my seat is exactly where I want it! At my age one needs to have a good routine, when my routine goes out of whack, I have a tendency to go off the edge wondering what I missed. I am positive there are a lot of people who know exactly what I am talking about!

On this day we are going to do takeoffs and landings but out of the pattern, in other words we are headed to a different airfield. My takeoffs are pretty good and Justin seems satisfied that I am doing fine. After taking off from Galt we got up to altitude to do some more slow flight just to warm up a bit and Justin seems satisfied with my progress. Then Justin announces we are going to do soft field landings and takeoffs. Let me tell you folks, the lump in my stomach did a stall in my throat, my shorts got tighter and I could hear my brain saying "Oh MY GOD"! I said *okay* trying to not let on what was going thru my brain (it's a guy thing you know) but I do believe Justin knew exactly what I was feeling! So off to Big Foot air field we went.

My first attempt went ok with some help from Justin; after we landed we stopped for a bit with



Ed Moricoli standing by a B-17 at DuPage Airport.

Justin explaining the correct procedures for soft field landings and taxiing. My takeoff went fairly well and around the pattern we went. My second landing turned into a go around because I was too high; on the next attempt I did a good job in setting up the final and the landing went ok but not great. Each time, as I have learned, the landings are never the same. Some are very good and some are so, so. What I learned was how to keep the nose wheel a little bit up off the field as not to dig in to the ground on landing and on takeoffs. The other thing I learned is how to gain air speed properly! We did 5 takeoffs and landings and headed back to Galt. I learned a lot, I made my share of mistakes and I was pooped but happy. Most of all I enjoyed doing soft field landings and my future landing and takeoff practice would include going to Big Foot to practice because I like the place and it's a nice little flight.

When we returned back to Galt Justin and I did our normal debriefing, at which time he wanted me to plan a little cross country trip to different airfields to do takeoffs and landings. Aha, I thought to myself, this should be interesting! Again Justin didn't offer any suggestions as to what to do but I had an ace up my sleeve! As I was headed home I got a smile on my face thinking about how I would do this planning. Being familiar with the AOPA flight planning web site I had a good idea what to do. Since our next flight was weathered out I had an extra week to plan my strategy! I made four different scenarios which included different fields, maps to each field from different takeoff points, maps of the runway configurations, frequencies of each field and flying time from one point to another. Not too bad for an *old goat* that doesn't have a clue in the first place!

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I got the plane ready for our *mini* cross country trip; Justin came out to the plane and quizzed me on my efforts. I went through each scenario and explained what I did, I do believe Justin was pleased but I couldn't tell. He just asked me which one I wanted to do. Keeping in mind flying time I choose Grand Geneva, Lake Lawn and of course Big Foot. I had been to Grand Geneva before and the runway isn't that great which is too bad. Lake Lawn runway was in sad shape and we managed to cut down some weeds! I was sorry to see how bad the runway was, I had been by there many times before and it was a nice

looking field. Also I found that landing from south to north a little intimidating to me because of the trees on the south end of the runway. However, off to Big Foot in which we did a couple of landings and takeoffs. On one of my landings I was on final and a little low, a car was coming down the road and stopped! Guess he thought I was going to hit him but with a little added power, the landing went ok!

After we came back to Galt we talked at great length about how things went. What I like about Justin, he's always teaching and in addition he keeps on encouraging you to think about how to correct your mistakes.

Before we departed, Justin announced that he wanted me to plan another mini cross country! In my next chapter I will tell you about my next great adventure, keep in mind my earlier adventure with the deer!

Ed Moricoli was born and raised in Woodstock and spent 30 years working for Prudential Insurance before retiring. He is now a bailiff in a felony court room for the McHenry County Sheriff's Department. He is learning to fly at Galt Airport and is an active volunteer with EAA Chapter 932.

CAF AirPower History Tour

National Air Tour of Historic WWII Aircraft



Dane County Regional Airport (KMSN) Madison, WI

July 26 - 28

Attending Aircraft:

B-29 Superfortress *FIFI**
B-17 Flying Fortress *Aluminum Overcast*
B-24 Liberator *Diamond Lil**
P-51 Mustang *Gunfighter**
C-45 Expediter *Bucket of Bolts**
T-6 Texan (Navy SNJ)*
PT-17 Stearman
Stearman Speedmail

*Book a Ride!

Admission Cost:

\$15 per person
\$25 for Mom, Dad & the kids
Children 5 and under FREE
Price includes FREE B-29 Cockpit Tour

Event Location:

Wisconsin Aviation
3606 Corben Ct.
Madison, WI 53704

For more information visit www.airpowersquadron.org/#!madison-wi/c1122



May 4th Young Eagles Rally at Galt

By Esther Medina, EAA Chapter 932 Young Eagles Coordinator

Spring is here and it is time for our first Young Eagles Rally of the year!

On May 4th EAA chapter 932 will be hosting a group from the Boy's and Girls Club of Dundee Township as well as a Young Women's group led by Galt's very own George Rigert. Approximately 25 Young Eagles are expected for this event.

VOLUNTEERS NEEDED

Every volunteer is greatly appreciated during these events – not

only do we need pilots, volunteers are also needed in many other areas, there is something for everyone from printing certificates, running the simulator and other activities. One area we always need help in is activities to keep the kids busy while waiting for their flights. If you have a suggestion for an activity you would like to see (and even better yet run), we welcome the idea!

PILOT REQUIREMENTS

1. Please make sure your EAA membership is current.
2. Your medical must be current if you are flying on a private

certificate or above (does not apply to Sport Pilots).

3. You must be current to carry passengers in the aircraft you plan to use. (You can do 3 take offs and landings in that a/c the morning of the event if necessary).
4. You must have a current Flight Review.
5. Each pilot must have current aircraft passenger liability insurance, even for rented aircraft. The EAA provides an additional \$1 million supplemental passenger insurance, but only if the pilot has a minimum of \$100,000 per seat liability.

MAY 4TH SCHEDULE

- 8:00 Volunteers needed to set up for the event
- 8:30 Pilot Briefing
- 9:00 Torch Club from Boys and Girls of Lake County and Dundee
- 10:00 LDS Young Women's Group

A successful rally is not possible without the generous participation of Chapter 932's volunteers. Thank you for helping inspire the next generation of aviators; together we can make the May 4th rally a success.

Chapter 932 plans to hold additional Young Eagles Rallies later this year but the specific dates and details will be announced later. All events are included in the calendar page of the newsletter and posted on our web site.

For more information or to volunteer your services as a pilot or ground support, please contact Esther Medina at 815-648-4798 or medina.elm@gmail.com.

On **MAY 18** we encourage your chapter to give one adult an EAA Eagle Flight during International Learn to Fly Day. When you do, you are opening the door for their participation in aviation and your local chapter, a place where they'll have the resources and support they need to turn their dreams of flight into reality.

To order registration forms, visit EagleFlights.org, email EagleFlights@eaa.org or call 920-426-5914.

Saturday, June 15th, 2013

GALT AIRPORT

fly-in/drive-in • vintage airplanes and automobiles • food • biplane rides



BARNSTORMER DAYS

EAA Chapter 932



Airport Technicalities

A monthly report from Justin Cleland, Airport Manager, Galt Airport.

First of all, the auction for Galt Airport on May 10th has been canceled. As of this writing, details are still developing, so I don't have much else information for you other than it appears there will be nothing happening on the 10th. If anything changes, I'll make sure to get the word

out immediately.

Other than that, the biggest news around here has been the change in weather. I think it goes without saying that we're all very excited about finally seeing some green around here! The grass is growing, the Stearmans are flying, and it's starting to feel like spring. Please keep an eye out for mowers when operating around the airport, they're back in full-swing again!

Thankfully, it finally dried out enough last week for us to give the grass runway a good rolling. I landed on it a few days ago and it was in great shape. If the weather cooperates, we'll try to do it once more within the next few weeks and it should be back in shape for summer flying. As always, if you have any question about its condition, please stop in the FBO and we'll let you know. Also, after years of unsuccessful attempts, I finally have a conference call with the FAA/IDOT scheduled this week to update the 10C listing in the Airport Facilities Directory. You may have noticed that 18/36 has been listed as "closed" in FAA publications. I'm cautiously optimistic that we will finally get that arbitrary restriction lifted, as well as update the dimensions of both our runways.

Finally, we've decided to open the walking trails east of the campground again this year. We haven't kept up on mowing over the past few years but, since we've had a lot of requests, we're going to maintain a path again this year. It's going to need to dry out quite a bit before we can get the tractor back there but, as soon as it does, we'll start grooming again. I'll let you know once we've got them ready!

APP OF THE MONTH



WEATHER UNDERGROUND

Thanks to some savvy computer work by our friend **Mike Evans**, we are excited to announce that the current weather at Galt Airport can now be accessed live using an app called "Weather Underground" from your smart phone. How cool is that?!

What's more, it is free and available for iOS 4.0 or later versions and Android operating systems.

It just takes a few seconds to set up properly. After you download and open the app, it will automatically pull up weather information from the closest station it finds. At the top of the screen, the name of this station (probably a town name) will be displayed. If you touch the screen on that name, it will bring up a search window. Type "10C, Illinois" click on that, and there you go... live weather at Galt!

You can also then press the star icon to save Galt as your favorite station, that way every time you open the app it will default to the airport. If you have any questions, feel free to stop in and ask myself or Anna and we'll be happy to help you get set up.

Nicely done, Mike!

For more information visit <http://www.wunderground.com> or go to your app store to get download information and read reviews.



Scan the QR codes below with your smartphone to view two films of airshows at Galt Airport in the 1960s. Justin came across these on eBay and snapped them up before anyone could out bid him.





Brian's Brainteaser

A monthly puzzle from Brian Spiro, Director of Aircraft Maintenance, JB Aviation Management, Inc.

Galt's Chief Flight Instructor, Justin Cleland, came up with this month's brainteaser and I'm not going to lie, this is not our average easy or funny readers' quiz. But it is a very interesting exercise for pilots and student pilots. Justin really wants to make you think about those cross country trips.

As usual please email your best guesses to Brian at maintenance@galtairport.com. The winner will be randomly chosen from all the correct answers Brian receives and will win a Galt Airport water bottle cozy.

Answer to last month's puzzle;

Last month we challenged our readers with a word search that apparently had no real words in it! So sorry, and I hope you didn't spend too much of your valuable time on that one.

It was our April Fools issue so you should have been expecting that.

ALTITUDE	RPM	% BHP	TAS MPH	GAL/HOUR	38 GAL (NO RESERVE)		48 GAL (NO RESERVE)	
					ENDR. HOURS	RANGE MILES	ENDR. HOURS	RANGE MILES
2500	2700	87	139	9.6	3.9	545	5.0	680
	2600	78	133	8.6	4.4	590	5.6	745
	2500	70	128	7.7	4.9	630	6.2	795
	2400	63	122	7.1	5.3	655	6.7	825
	2300	57	116	6.6	5.7	665	7.2	840
	2200	51	109	6.2	6.1	665	7.7	840

Using the Cruise Performance chart above, fill in the blanks:

With your engine speed at 2600 RPM, how many minutes will it take you to fly 100 SM (assuming no winds aloft)? _____ minutes.

How many gallons of fuel will you burn? _____ gallons.

With your engine speed at 2200 RPM, how many minutes will it take you to fly 100 SM (assuming no winds aloft)? _____ minutes.

How many gallons of fuel will you burn? _____ gallons.

Using the time you've already calculated for each flight, how many total revolutions will your engine have in each scenario?

@ 2600 RPM _____ revolutions.

@ 2200 RPM _____ revolutions.

So, running your engine at 2600 RPM ultimately gives you _____ more/less revolutions per minutes than 2200 RPM, you'll arrive at your destination _____ minutes faster/slower, and burn _____ gallons more/less in fuel. Assuming fuel cost is \$6/gallon, what is the difference in cost? \$_____.

Galt Traffic Classifieds

BUY A CHAPTER 932 MUG OR HAT

We are now selling various items featuring the EAA Chapter 932 logo. We have coffee mugs for \$8.50 each and baseball hats for \$21. You can buy the mugs and hats at chapter meetings, airport events or any time you see me at the airport! If you want to reserve an item just send me an email at editor@eaa932.org.



SCRAP METAL RECYCLING

Recycle your old appliances such as grills, water heaters, etc. and other metal objects. Call Rafael Gonzalez at 815-354-2973 to arrange collection.

ADVERTISE IN GALT TRAFFIC

Please contact the editor to discuss your advertising needs at editor@eaa932.org.

EAA Chapter 932 News

Vice President's Message

From Beth Rehm, Vice President,
EAA Chapter 932

Chapter 932 has some exciting events coming up and everyone is encouraged to volunteer and/or participate.

Our first Young Eagles Rally of the year will be held on May 4th where we will be flying two groups of children and showing them what aviation is all about. These are always fun events and I love seeing the huge smiles on the kids faces after they have flown. That never gets old!

On May 11th we are hosting an FAA Safety Seminar on ForeFlight 5.0, the flight planning and in flight support app for pilots. I have been using this software for a year or so and I am extremely impressed with it. This seminar will provide an in depth look at the app with a focus on the newest features introduced recently in version 5.0. If you are enrolled in the FAA Wings program you can earn 1 credit for basic knowledge topic 3 for attending this event.

Before the seminar starts we will be holding a pancake breakfast which

everyone is welcome to attend even if you are not interested in the seminar topic!

For those of you who like to volunteer at Oshkosh we are participating in a work weekend June 7 - 9. There are various tasks you may be able to assist with including carpentry, grass cutting, painting, general maintenance, cleaning, gardening and many others. EAA provides accommodations in the bunkhouse as well as meals in the volunteer kitchen. This will be a fun weekend and you'll really enjoy being a part of the crew that makes EAA AirVenture 2013 happen. This year we are partnering with other EAA chapters in the area to send a group of volunteers to Oshkosh so this is also a way for us to get to know folks from other chapters.

Also in June, we will be holding our second annual Barnstormer Days vintage car and airplane event which will be bigger and better than last year. This is an all day fly-in/drive in event for the whole family.

I look forward to seeing you at all our exciting events this summer!



EAA's Tri-Motor Tour Coming to Bolingbrook, IL

Experience the Golden Age of Aviation in the EAA's fully restored 1929 Ford Tri-Motor, nicknamed the "Tin Goose."

May 30 - June 2

Pre-Book Cost

\$70 per adult

\$50 per child age 17 and under

Tickets purchased the day of the event are an additional \$5 for adults

Click this link to book your flight:

<https://secure.eaa.org/museum/fordtrimotor.asp>

NOW OPEN!

The **General Store**



Coffeehouse & Grocery

4409 Greenwood Rd

Coffee, Espresso, Wine, Beer & Grocery Items

EAA Chapter 932 is a local chapter of the Experimental Aircraft Association (EAA) based at Galt Airport (10C) in Illinois. We are a 501(c)(3) corporation with tax exempt status and we are a registered charity in the State of Illinois. EAA (<http://www.eaa.org>) is an international organization of members with a wide range of aviation interests including vintage aircraft, aerobatics, warbirds and amateur builders.

EAA Chapter 932 meetings are usually held on the second Saturday of the month. Check our web site for more information about the chapter and events and activities at <http://www.eaa932.org>.

EAA Chapter 932 **Pancake Breakfast & FAA Safety Seminar** Exploring ForeFlight 5.0

Robert Heise

former member of ForeFlight Pilot Support Team will provide an in-depth look at all ForeFlight features as well as a demo of Stratus, which provides free in-flight weather and GPS. He will review the latest version of ForeFlight including track-up, extended centerlines and new Hazard Avoidance as well as built-in traffic pattern procedures based on actual winds.

Saturday, May 11th
Breakfast @ 9 a.m.
Seminar @ 10:30 a.m.

Galt Airport (10C)

5112 Greenwood Road, Wonder Lake, IL 60097



Register for this free seminar through the FAA Wings program online (# GL0349470) or email vp@caa932.org

Galt Airport/EAA 932 Calendar of Events

- May 4** Chapter 932 Young Eagles Rally, Galt Airport (10C). Contact Esther Medina at youngeagles@eaa932.org.
- May 11** Chapter 932 Pancake Breakfast & Safety Seminar: Flight Planning with ForeFlight by Robert Heise. Sign up online at www.faasafety.gov, event number GL0349470.
- June 7-9** Northern Illinois EAA Chapters Oshkosh work weekend. For more information contact Elton Eisele at N137ee@gmail.com. Sign up online by May 27th at the following link: https://docs.google.com/a/eaa932.org/forms/d/1KVKJQvR-sYISobyuxCxPGft_aoR1_MCDPPuvnShwjCk/viewform.
- June 8** Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.
- June 15** Galt Airport Barnstormer Days Fly-in. For details contact Bruce Schottland at president@eaa932.org.
- July 13** Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.
- August 10** Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.
- August 17** Galt Airport Flour Bomb Contest.
- Sept 14** Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.
- Oct 12** Tentative date for EAA Chapter 932 meeting at the Warbird Heritage Foundation at Waukegan.
- Nov 9** Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.
- Dec 14** Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.

Other Aviation Events

Find more aviation events online at the following sites;

www.eaa.org/calendar/

www.fly2lunch.com

www.aopa.org/pilot/calendar

www.avweb.com/calendarevents

<http://www.dot.wisconsin.gov/travel/air/aviation-events.htm>

www.flyincalendar.com

<http://socialflight.com/index.php>

www.generalaviationnews.com/calendar

Free AOPA Safety Seminars

The Aircraft Owners and Pilots Association Air Safety Institute offers free live and recorded safety seminars. Most of these programs qualify for FAA Wings Credit. You can search for seminars by state or topic at <http://www.aopa.org/asf/seminars/seminar.cfm>.

FAA Wings Safety Seminars

The Federal Aviation Administration (FAA) Safety Team sponsors thousands of aviation safety seminars throughout the country each year. These interesting and informative seminars include a variety of important safety topics designed to reduce risk and increase the level of safety in aviation operations. Most courses are free and provide credits for the WINGs program. You can search for seminars by keyword or location at <https://www.faasafety.gov/SPANS/events/EventList.aspx>

Free EAA Webinars

The EAA offers free webinars on a variety of educational and entertaining topics from building and restoring aircraft to regulatory issues, to historical lessons and everything in between. You can participate in the live sessions or watch later at your convenience. Visit the EAA Webinars web page for the latest schedule and to register at http://www.oshkosh365.org/ok365_contentdetail.aspx?id=1258.

EAA Chapter 932 Officers and Contacts

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Technical Counselor: Vacant

Web Site: <http://www.eaa932.org>

Facebook: <http://www.facebook.com/pages/Galt-Airport-Young-Eagles/116543021696619>

Galt Airport Information



Galt Field Airport

5112 Greenwood Road
Greenwood/Wonder Lake
IL 60097

Airport Business Hours

8:00 a.m. to 5:00 p.m. Monday through Sunday (Winter hours)

Airport Manager: Justin Cleland

Phone: (815) 648-2433 Email: FBO@galtairport.com

Director of Maintenance: Brian Spiro

Phone: (815) 648-2642 Email: Maintenance@galtairport.com

Office: Anna Cooper

Phone: (815) 648-2433 Email: Office@galtairport.com

Web Site: <http://www.galtairport.com>

Facebook: <http://www.facebook.com/GaltAirport>



AVGAS

Galt Tenant Price

\$5.75

(includes tax)

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